

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.  
THE  
DIRECTOR & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,565. 號五十六百五千六萬壹第 日四初月五年三統宣 HONGKONG, WEDNESDAY, MAY 31st, 1911. 三拜禮 號一廿月五年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS  
THE  
**"MOUTRIE"**  
COMBINED  
PLAYER-  
PIANO  
Perfect in every detail  
PRICE \$800.  
CASH  
OR  
EASY PAYMENTS.  
S. MOUTRIE & CO.,  
LIMITED.  
[a30-6]

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI  
DIRECTORS AND OFFICERS:  
J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.I.A., Actuary.  
A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies Acts, England.  
Insurance in Force ... \$37,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,556,559.00  
Total Security to Policyholders \$216,913.00  
LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao and the Philippines.  
B. W. LAPE, Esq., District Secretary.  
Alexandra Building.  
C. LAWDER, Esq., Inspector, Hongkong.  
Advisory Board: Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
T. F. HOUGH, Esq.  
C. J. LAURENTZ, Esq.  
[a1351]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a1364]

DAVID COSSAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELLAGE CROWN  
TARPAULING  
ARNHOLD, KARSBERG & CO  
Sole Agents.  
1404

PEAK TRAMWAYS COMPANY,  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 3 hours.  
SATURDAYS.  
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Building, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [a545]

LANE, CRAWFORD & CO.  
ICE CREAM FREEZERS  
(ALL SIZES)  
TEAKWOOD ICE SAFES,  
ICE PICKS, ICE SHAVES,  
ICE PAILS, ICE BLANKETS.  
LANE, CRAWFORD & CO.  
WEISMANN, LTD.  
BAKERS.  
CONFECTIONERS.  
CATERERS.  
RESTAURANTEURS.  
14, DES VŒUX ROAD, CENTRAL.  
[a28]  
[a54]

ENGLISH VARNISHES.  
FINEST QUALITY FOR LOCOMOTIVES AND RAILWAY CARRIAGES.  
ALSO FOR BUILDERS, DECORATORS, PAINTERS, CONTRACTORS, ENGINEERS,  
SHIP AND YACHT BUILDERS, ETC.  
ALL KINDS OF  
BODY VARNISHES, COPAL VARNISHES, SPECIAL VARNISHES FOR  
TEAKWOOD, FRENCH POLISH, BLACK LACQUER, ETC.  
IN STOCK IN HONGKONG.  
Apply for Buyers' Guide and full information to—  
WILKINSON, HEYWOOD & CLARK, LD.  
ALEXANDRA BUILDINGS, HONGKONG.  
W. D. GRAHAM,  
GENERAL MANAGER IN THE EAST.  
[733-3]

GUINNESS'S STOUT  
"HORSEHEAD" BRAND  
IN QUARTS, PINTS & SPLITS.  
CALDBECK,  
MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS  
22a

MITSUBISHI DOCKYARD  
AND ENGINE WORKS.  
All A.B.C. Western Union and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrabo Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.  
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.  
Length on Keel-Blocks Breadth at Entrance Depth of Water  
on Bottom. on Keel-Blocks.  
3 Dry Docks: [No. 1 ... 510 ft. ... 77 ft. ... 26 ft.]  
[No. 2 ... 350 ft. ... 53 ft. ... 24 ft.]  
[No. 3 ... 714 ft. ... 88 ft. ... 34 ft.]  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.  
AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.  
Floating Docks. No. 1. No. 2.  
Lifting Power 7,000 Tons. 12,000 Tons.  
Max. Length of Ship taken in 460 Feet. 580 Feet.  
" Breadth " 52 " 26 "  
" Draft " 22 " 26 "  
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Shearlegs, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.  
[761]

THE YOKOHAMA DOCK  
CO., LTD.  
Telegraphic Address:—"DOCK," Yokohama.  
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.  
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.  
No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 615 ft. Docking Length 376 ft. Docking Length 481 ft.  
Every description of repair work is undertaken. A large assortment of material  
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.  
WAREHOUSE DEPARTMENT:—  
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.  
[713]

LONG HING & CO.,  
PHOTO SUPPLIES.  
17, QUEEN'S ROAD CENTRAL.  
PHOTO GOODS of every description, EASTMAN  
KODAKS and CARBINE CAMERAS, &c.  
FRESH KODAK FILMS IN STOCK.  
DEVELOPING AND PRINTING A SPECIALITY.  
[257]

CANTON, MACAO AND  
WEST RIVER  
STEAMERS.  
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).  
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 2 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 4 P.M.  
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.  
Owing to docking arrangements there will be no 8 A.M. steamer to Macao on  
SATURDAY, the 3rd June, and no 2 P.M. steamer from Macao on the same date.  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
[144] Hotel Mansions, Opposite Hongkong Hotel.

WO HING & CO.,  
NO. 17A, QUEEN'S ROAD CENTRAL.  
MANUFACTURERS OF  
HIGH CLASS  
SWATOW DRAWN WORK.  
LATEST FASHIONS OF  
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.  
CHOICE ASSORTMENT OF  
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.  
INSPECTION SOLICITED. PRICES REASONABLE.  
Hongkong, 12th April, 1911. [a591]

KELLY & WALSH, LTD.  
The Unknown God, by B. L. Putnam \$1.75  
Weale ... 1.75  
The Downfall of the Gods, by Sir Hugh Clifford 1.75  
Brazenhead the Great, by Maurice Hewlett 1.75  
The Land of Promise, by S. P. Hyatt 1.75  
John Verney, by H. Vachell 1.75  
The Green Wave of Destiny, by P. Bridges 1.75  
The Pinfold, by J. S. Fletcher 1.75  
The General Plan, by E. Candler 1.75  
The Green Wave of Destiny, by P. Bridges 1.75  
The Lord of Labour, by Geo. Griffith 1.75  
Joan of the Tower, by W. Deeping 1.75  
Random Reminiscences, by C. Brookfield \$0.80  
Poultry Culture for Profit, by Rev. T. W. Sturges 80  
Comfort in Small Craft: A Practical Handbook of Sailing and Cookery, by S. J. Housley 2.25  
Stanley Gibbons' Stamp Catalogue, Parts 1 and 2 4.50  
The Strand Musical Portfolio, Volume 3 4.50  
The Studio Year Book of Decorative Art 4.50  
The EDUCATIONAL REFORM IN CHINA, by H. B. GRAYBILL 2.00  
The Book of the Coronation: 8 Coloured Plates and Numerous Illus. ... \$0.80  
The Portrait Book of Our Kings and Queens, 1066-1911; Coloured Plates 80  
The Book of Cricket, by P. F. Warner 4.50  
The Golden Land: The True Story of British Settlers in Canada, by A. E. Copping ... 4.50  
Life of Lord Goschen 1831-1907, by The Hon. A. D. Elliot; 2 Volumes 20.00  
Creative Evolution, by H. Bergson; Translated, by A. Mitchell ... 9.00  
Australia: The Making of a Nation, by J. F. Fraser ... 2.75  
An Eastern Miscellany, by Earl of Ronaldshay ... 10.00  
Reason and Belief, by Sir Oliver Lodge 3.50  
Diseases of the Skin, by J. H. Squigra 20.00  
The Experimental Chemotherapy of Syphilis, by Ehrlich and Hata ... 10.00  
The Treatment of Syphilis with Salvarsan, by Dr. W. Wassermann 17.00  
Model Sailing Yachts, Illus. ... 90  
Plant Life on Land, by F. O. Bower ... 80  
History of the English Bible, by J. Brown ... 80  
Maternity Primer, by A. H. F. Barbour ... 80  
[a26]

DENTISTRY  
DR. M. H. CHAUN.  
DENTAL SURGEON.  
33, QUEEN'S ROAD CENTRAL.  
1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.  
Telephone 125.  
Hongkong, 27th January, 1910. [408]  
S'YUEN TING  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE  
Consultation Free.  
Hongkong, 1st September, 1905. [478]

HONGKONG HOTEL  
FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS  
[a31] J. H. TAGGART, Manager

KING EDWARD  
HOTEL.  
A HIGH CLASS HOTEL  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a630]

GRAND HOTEL  
QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
HOTEL  
ENTIRELY UNDER EUROPEAN MANAGEMENT  
THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light, Throughout and Fans,  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of  
the latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Time and  
Dinner. Special Rates for married families on  
application to  
FREDERICK REICHMANN,  
Proprietor  
(late Manager of J. H. LYONS (Trocadero)  
leading Caterers in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a43]

"BRAESIDE"  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL  
SHAMKIN—CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMKIN."  
SITUATED ON THE BRITISH CONCESSION  
MACAO HOTEL  
MACAO  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISES PROVIDED.  
Every information and special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER  
Proprietor.  
3971

BIJOU SCENIC  
THEATRE.  
FLOWER STREET.  
CINEMATOGRAPH VAUDEVILLE.  
7 Brilliant Moving Pictures 7  
POPULAR ARTISTS.  
and  
SIGNOR SILVIO SANZINI,  
OPERATIC ARTIST TENOR,  
WHU SING NIGHTLY and at  
SATURDAY and SUNDAY MATINEES  
ELECTRIC FANS THROUGHOUT THEATRE.  
For Full Particulars, See Hand-Bills.  
Lessee and Manager: R. H. STEPHENSON  
Hongkong, 27th May, 1911. [a577]



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED,  
ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS.

WE HAVE BEEN APPOINTED  
SUB-AGENTS IN HONGKONG AND  
CANTON FOR

**CHAMPAGNE****HEIDSIECK & Co.****"MONOPOLE"**

RED SEAL AND GOLD FOIL.

KUPFERBERG'S

GERMAN

SPARKLING

WINES.

PSCHORR MUNICH

BEER.

**A. S. WATSON & CO.,**  
LIMITED,  
ALEXANDRA BUILDINGS.

[25]

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the  
news column should be addressed to THE  
EDITOR.

Correspondents must forward their names  
and addresses with communications ad-  
dressed to the Editor, not for publication  
but as evidence of good faith.

All letters for publication should be  
written on one side of paper only.

No anonymous signed communications  
that have already appeared in other papers  
will be inserted.

Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for Cash.  
Telegraphic Address: PRESS  
Code: A.B.C. 5th Ed. Lister,  
P. O. Box, 84, Telephone No. 12.

HONGKONG OFFICE: 10A, DES VIGUE ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, MAY 31st, 1911.

The highly protective tariff of Japan which has been so much discussed during the past six months has probably induced in the countries of the West a good deal of quiet reflection on the commercial future of Japan. After the close of the war between Japan and China in 1895, when the Japanese nation with an appearance of feverish haste began to prepare for an industrial conquest, it was not uncommon to read confident predictions that, with the immense reserves of cheap labour which the Asiatic countries possess, and the great initiative capacity of the Japanese and the Chinese, the day was not far distant when the Asiatic markets would be profitless to the European and American manufacturers who had been at such labour to create them. The industrial revolution of Japan has since that time been steadily progressing. She has built up a great shipbuilding industry; established many cotton mills, sugar refineries and engineering works, and, in short, has entered upon all those branches of industrialism which seem to promise success in competition against the European in Asiatic markets. Yet industrially Japan is still in her infancy; but even at this stage of her progress we think it may be said that her experience is revealing the truth of a prediction we remember to have heard expressed more than a decade ago by one of Japan's most enthusiastic admirers that the Western nations were being frightened by a bogey when they anticipated that labour in Japan would still remain cheap as Japan continued to develop along new lines. In-

dustrially, apart from agricultural pursuits, the Japanese for centuries were a nation of artists, working with that freedom from restraint common to artists, producing at very small cost for purely local markets, artistic work which in the larger world Japan joined, when she was forced to abandon her policy of seclusion, commands prices enormously in excess of the actual cost of their production. To-day her people are thoroughly imbued with the spirit of modern commercialism. Mammon is now worshipped before Art, and as the industrial revolution proceeds in Japan it is becoming more and more evident that by the time the Japanese reach the standard of productive capacity reached by the commercial nations of the West the seeming advantage of cheap labour with which she started in the race, will have disappeared, and cheap labour will mean inefficient labour in Japan just as it does elsewhere. Even to-day we find so competent a judge as the well-known Tokyo correspondent of *The Times* affirming that "if we go to the bottom of the question and consider what is being paid as wages and what is being obtained as the product of labour in Japan, we may find that Japanese labour is not cheaper than labour in other countries." We notice also that more recently still Mr. CLARENCE POE, an American writer, who has been studying this same question in Japan, arrives at a precisely similar conclusion. Because Japan made a dramatic appearance upon the scene of the world as a great Military and Maritime Power, people have been too prone to conclude that she will appear with equal suddenness and success as a first-class Commercial Power. Upon this point we cannot do better than reproduce the words which Mr. Poe quotes as being those of a Japanese statesman: "In the old handicrafts and family industries to which our people have been accustomed, we can beat the world; but when we turn to modern industrial machinery on a large scale, the newness of our endeavour tells against us in a hundred hindering ways. Numbers of times I have sought to work out some industrial policy which had succeeded, and could not but have succeeded, in England, Germany, or America, only to meet general failure here, because of the unconsidered elements of a different environment, a totally different stage of industrial evolution. Warriors from the beginning and with a record for continuous government, unsurpassed by any European country, our political and military achievements are but the fruitage of our long history; but in industry we must simply wait through patient generations to reach the stage represented by the Englishman, Irishman, or German, who takes to machinery as if by instinct." No words, it seems to us, can more admirably interpret the situation, and it would seem from what Mr. Poe writes on the subject that it has become palpable to very many leaders in Japan's industrial revolution that Japanese factory labour when reduced to terms of efficiency is not greatly cheaper even now than European. As time goes on we believe that whatever small advantage yet remains will tend to disappear. The standard of living is rising steadily in Japan, and Imperial receipts against the luxurious tendencies of the age do little to check them. State exigencies have required the imposition of heavy taxes on the nation. Wages in the skilled trades have risen enormously in the last decade or so, and as the industrial movement develops, creating greater competition for labour, and as the standard of living continues to approximate more and more to Western standards, the tendency of wages to rise is certain to continue. Then, again, we cannot disregard the democratic tendency of legislation in Japan, nor the growing strength of trade unionism, which may be counted upon to move in the direction of bringing the factory legislation more into line with that of other countries, thus imposing restrictions on present sources of profit. So that, all things considered, it is not difficult to believe that before Japanese skilled labour has attained to Western proficiency the Japanese manufacturer will have lost any advantage he may have reckoned upon as accruing from the cheapness of labour.

It is proposed to form a Chamber of Commerce for Ipoh.

Dumping of corpses in now said to be a practice in Singapore among the Chinese.

The police have been notified of the larceny of the \$6 worth of brass caps and other articles from the Kowloon Docks.

For having skeleton keys in his possession Mr. Wood at the Magistracy yesterday sentenced a Chinese to fourteen days imprisonment.

Two Chinese have been arrested on suspicion of being concerned in the recent attempted armed robbery at Shanghai Street, Yau uti.

The dead body of a Chinese male was found on board the river steamer *Honam* on Monday while that vessel was lying alongside her wharf.

Shanghai is concerned at the possible recurrence of bubonic plague in the Settlement.

It is suggested in northern newspapers that the destruction of Kichu by fire may be a blessing in disguise, as it will afford an opportunity in rebuilding to make Kichu a model city.

The P. & O. Steam Navigation Company have arranged to despatch the steamer *Maloja* from London to Bombay to meet the convenience of the public desirous of attending the coronation Durbar at Delhi.

As will be seen from our advertising columns, the Douglas S. S. Company is despatching the steamer *Haiyang* to Swatow, Foochow, and Wakanatsu. Cabin passengers will be booked at special rates to the Japanese port.

Residents will be glad to learn that the Hongkong, Canton and Macao S.S. Company are placing the two fine steamers *Heun shan* and *Kinshan* on the excursion trips to Macao, during the holidays, Sunday and Whit Monday, the 4th and 5th proximo.

One of the police messengers was held up by robbers in the New Territory on Monday. When returning from Saikung to Kowloon City, and when in the vicinity of Oatman Pass, the messenger was waylaid by two Chinese who threw him to the ground, robbed him of his watch, rifled his pockets, and escaped with \$4.50.

It is reported that during March and April articles to the value of 5,367 yen were salvaged from the British cruiser *Bedford* which was wrecked off Quelpart Island in July last. The articles salvaged consist of 40 cases of gunpowder, 560 kwan of copper and brass, 19 pipes and some other articles.

The return of visitors to the City Hall Library and Museum for the week ending the 28th May shows that of non-Chinese there were 404 to the Library and 139 to the Museum, and of Chinese 185 to the former and 204 to the latter. The Library was therefore used by 589 persons and the Museum by 2183.

Governor-General W. Cameron Forbes of the Philippines is planning to leave the Islands about March 15th next, on about eight months vacation which he will spend in his home in Massachusetts, and on his ranch in Wyoming. This will be the first vacation enjoyed by the Governor-General in over three years. During the absence of Governor-General Forbes, the duties of his office will be performed by Vice-Governor Newton W. Gilbert, who is expected to return from leave in the United States in the early fall.

The wedding took place on May 22nd in the Armenian Church of St. Gregory, at Singapore, of M. Horanji, second officer of the Russian Volunteer Fleet steamer *Voronej*, and Mademoiselle de Wywodzoff, only daughter of M. Arteni de Wywodzoff, Consul-General for Russia in Singapore. The ceremony was performed by the Rev. N. P. Paul, the Vicar of the Church, and the reception was held at Waring's Hall, the residence of the bride's parents. The newly-married couple later on went on board the *Voronej* and left for Odessa.

No one will be surprised, says the *Japan Mail* of May 20th, to hear that considerable uneasiness is felt about the silk crop this year. The climatic changes have been quite abnormal. Last Saturday the thermometer stood at 68 deg. F., and on Sunday it registered 61 in Tokyo. On Sunday night and Monday morning snow fell in Nagano, and frost was reported from other agricultural districts. Scarcely a year passes without alarm on this score, but it must be confessed that the variations of temperature this season have been quite out of the common. The heat has been premature and the cold belated.

Admiral Ching, who is on his way to England with a Chinese cruiser for the Coronation trol review, has been interviewed at Colombo. In some things he was rather reticent, but, even so, his remarks were not without interest. The report says Rear-Admiral Ching did not care to say much with reference to the balance of power in the Pacific, but remarked that it looked as if Japan would be the future, predominant Power. The Japanese were a very patriotic people, China, however, would still live long. He did not believe in the partition of China. The Chinese people were waking up, but not the majority. If the Chinese only woke in the same way that Japan did, China would be the Power of the future. Progress was very slow in China, but China was always slow, and it was better to be late than never. It was their nature to be slow. Some of the people were patriotic and some were not; there were so many different races of people. Progress, however, was taking place, and their endeavour to re-organise their navy and army was an indication of it.

## DOG CATCHES A THIEF.

For the third time in its career P.O. Bond's dog has distinguished itself by running to earth a thief who in all probability would have otherwise escaped the grip of the law. While patrolling Bunham Strand Constable Bond observed a man extracting goods from a shop window from which he had cut away a square of wire netting. The thief also saw the policeman when he was some distance off, and took to his heels. Constable Bond gave chase, but was no match as a sprinter for the thief, and the latter was rapidly outdistancing his pursuer when the dog joined in the chase. Overtaking the Chinese he seized him by the trousers and held him until the policeman took him in charge. At the Magistracy yesterday Mr. Hazland sentenced the thief to two months' imprisonment with hard labour and six hours' stocks.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]  
"DAILY PRESS" EXCLUSIVE SERVICE.]

## THE CHINESE POSTAL SERVICE.

PEKING, May 30th.

The Postal Service was officially handed over to-day to the Yu Chuan Po. Lord Li Chin Fong becomes the departmental chief and Mr. Pirie the administrative chief with full control of the staff. The details are considered satisfactory.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

## RUSSIA AND TURKEY.

LONDON, May 30th.

Turkey replying to the Russian note of the 25th instant protesting against the concentration of Turkish troops on the border of Montenegro says that she is astonished and pained by Russia's representations. Turkey's patience towards the reprehensible conduct of Montenegrins shows that Turkey has no hostile intentions.

## THE UNEMPLOYMENT INSURANCE BILL.

LONDON, May 30th.

The House of Commons has passed the second reading of the Mr. Lloyd George's State Insurance Bill.

## WOMEN'S SUFFRAGE.

LONDON, May 30th.

Mr. Lloyd George in the House of Commons to-day promised a week's discussion on the Women's Suffrage Bill next session.

## THE VETO BILL.

LONDON, May 30th.

The House of Lords has passed the second reading of the Parliament Bill without a division.

## THE POPE AND PORTUGUESE REPUBLIC.

LONDON, May 30th.

In a Papal Encyclical His Holiness vehemently condemns the anti-religious acts of the Portuguese Republic.

## DEATH OF SIR WILLIAM GILBERT.

LONDON, May 30th.

Sir William Gilbert is dead. The news of the death of Sir William Gilbert will be received with genuine regret throughout the Empire. His work with Sullivan in innumerable operas has made his name practically a household word, and no better appreciation of his ingenious humour can be found than the use of the word "Gilbertian" to describe certain ludicrous situations. He was born in 1833, became a barrister of the Inner Temple in 1864, and was captain of the Royal Aberdeenshire Highlanders (Militia). He was knighted in 1907. His publications are: *The Palace of Truth*, 1870; *Pygmalion and Galatea*, 1871; *The Wicked World*, 1873; *Charity*, 1874; *Sweetheart*, 1874; *Broken Hearts*, 1876; *Tom Cobb*; *Trials by Jury*; *Dan'l Druce*; *Ne'er Do Well*, 1878; *Graceland*, 1879; *Koggerly's Fairy Comedy* and *Tragedy*; *Songster*; *H.M.S. Pinafore*; *Princess Penance*; *Patience*; *Falantio*; *Princess Ida*; *The Mikado*; *Randrigore*; *The Yeomen of the Guard*; *The Gondoliers*; *Utopia Limited*; *The Mountebanks*; *His Excellency*; *The Grand Duke*; *The Fairy's Dilemma*; *Bab Ballads*; *More Bab Ballads*, etc.]

[FROM THE "N.O. DAILY NEWS."]

## COUNTY CRICKET.

London, May 25th.

In the matches played on May 22, 23 and 24: Northamptonshire beat Gloucestershire at Northampton by ten wickets; Kent beat Middlesex at Lord's by 172 runs; Yorkshire beat Worcestershire at Dudley by ten wickets; Warwickshire beat Leicestershire at Birmingham by nine wickets; Derbyshire beat Lancashire at Manchester by two runs; Cambridge University beat Sussex at Cambridge by 41 runs; and the match between Surrey and Essex at the Oval was drawn.

## THE HAREM SKIRT.

Much interest was taken to-day, says a telegram from Melbourne of May 2nd, in a case at the Ballarat Court in which a firm of drapers were charged with having obstructed the footpath by exhibiting two ladies attired in harem skirts in their shop window, as the result of which a large crowd assembled on the footpath. The proceedings were taken under the Police Offences Act. The defendants were fined £1.

## CORRESPONDENCE.

## THE NEW POST OFFICE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

May 30th.

SIR,—I have heard, on what I fear is good authority, that part of the top floor of the new Government Buildings has been leased as the Consulate-General of the U.S.A. This is surely a very brilliant conception, only to be surpassed if the representative of His Japanese Majesty should also hoist his flag over this roof and thus take a long stride towards the realization of Baron Uchida's ambition "to see the firmament hung with the mingled splendours of two banners—The Stars and Stripes of America and the Sun-flag of Japan." Picture, sir, the innocent delight of our cousins as they enter the Harbour and see "God's Own Flag" on such a setting!

Our Chinese fellow-subjects will no doubt feel that the prestige of the "British Raj" has clothed, what we may perhaps be permitted to call, the ordinariness of American methods.—Yours faithfully,

W. L. CARTER.

## THE GOVERNORSHIP OF MACAO.

We have received from Macao a letter signed by four prominent residents asking us to contradict a statement made by our Macao Correspondent that the Chinese were being canvassed to defray the cost of a telegram to Lisbon urging the confirmation of Lieut. Machado as Governor of Macao. The signatories to that letter write as though our correspondent suggested that the Chinese were being asked to pay for a telegram which Portuguese residents were sending, but we have a further note from our Correspondent explaining that two telegrams have been sent to Lisbon, one paid for by Portuguese and one by Chinese. He adds that the Chinese telegram cost over a hundred dollars, and that the money was collected by a Chinese in the police service, the subscribers being some of the principal Chinese firms and residents of the City.

## THE QUEEN-MOTHER OF SIAM.

Her Majesty the Queen-Mother of Siam, attended by H.R.H. Prince Devawongse, Minister for Foreign Affairs, H.R.H. Prince Narong, Minister of Public Works, Prince Oscar, A.D.C. to Her Majesty, Admiral Phya Rajawongwan and Mr. Luang Santhorn, received His Excellency the Governor at 4 o'clock on Monday afternoon.

H.R.H. Prince Devawongse, on behalf of Her Majesty, returned the call at Government House the same evening.

## ARMED ROBBERY AT JUNK BAY.

At ten o'clock on Monday night a number of robbers visited the lonely home of a widow who resides at Hungchow, near Junk Bay. The woman was alone when a knock sounded on the door. On inquiring who was there a man ordered her to open the door, informing her that he and his friends were excise officers, and had come to search for opium. The door was opened and six men entered, five of whom carried torches, while the sixth was armed with a revolver. The woman was ordered to hand over the keys of her boxes, and when they obtained these the robbers opened the boxes, removed all the valuables they could find therein, and appropriating every other article worth removing, they departed with booty valued at \$190.

## HARBOUR IMPROVEMENTS AT MACAO.

We understand that Messrs. Macdonald & Co., engineers and contractors, Hongkong, have secured an important contract from the Government of Macao for the improvement of the harbour. No details are to hand, but our Macao correspondent informed us last week that on Friday the Acting Governor had received a telegram stating that the Lisbon Government had granted the sum of \$162,000 for the harbour improvements at Macao.

## CULTIVATION BY ELECTRICITY.

EXPERIMENTS IN KOREA.

A new departure is to be made in the cultivation of gingeng at Kalsong by the Gingseng Monopoly Bureau of the Financial Department by utilizing the electropump (consistency to electricity) of the plant. Western science has found that certain vegetables attain more rapid and greater development by the help of electricity, and the method has been employed with fair success over small areas. The *Seoul Press* states that the authorities, always keen in the cultivation of gingeng, conceived the idea some time ago that this scientific discovery might be turned to some account in it. We are now told that they have decided upon trying it. The dry air in Korea is regarded as peculiarly favourable to the adoption of the method, for it retards considerably the dispersion and consequent waste of the current. The current will be passed through the stem by means of wires supported by the covering frames over the fields twice a day, that is, at 2 a.m. and 3 p.m. If the method proves successful, it is expected that the crop will increase by ten per cent. in value. At present the gingeng area at Kalsong yields between ¥1,500 and ¥2,000 a ton every five years, and it is stated that the prospective increase will far more than suffice to cover the increased expense which the application of electricity will entail. In Japan Proper the Nishigahara Experimental Farm is the only institute making experiments in the use of electricity in cultivation.

## LATEST STEAMER MOVEMENTS.

The str. *Ischia* left Singapore for this port on the 29th instant, and may be expected here on or about the 5th prox.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, May 29th.

## THE FLOODS.

The heavy rains experienced here show no sign of abating, and the river is very high indeed. Many of the low-lying streets in Sai Kwan are inches deep in water, while in Honam the case is even worse. At high tide the vacant spaces in front of the Honam Temples, which are mostly used as landing places, are completely under water, and long planks have had to be fished in order that people may step into the ferry-boats dryshod. Last night there was a very heavy rainstorm, and although it did not last long, the downpour was terrific. From the country districts come pitiful tales of whole villages being under water, of rice fields hopelessly inundated and of general distress. These floods have come at a most inopportune moment, for taking advantage of the troubles that occurred at the beginning of the month, the dealers in rice, oil and firewood have seen fit to put up their prices enormously, and the poorest section of the people is in very great distress. Just now the hot season is looming in, and the drapers and clothiers expect to do a brisk trade in light garments, but I am told that owing to the general unrest, rise in prices of necessities and consequent poverty arising therefrom, the clothing trade is almost at a standstill, and it is estimated that the trade in piece goods and foreign goods does not reach one-fifth of what it did for the corresponding month of last year. I have been told by people well advanced in age that the present year promises to be a record one in many respects, for never have prices ruled so high within the memory of man as at present. With the superstition that characterises these people the recent earthquake shock is said to be the cause of the floods and the large amount of sickness that prevails in the city.

## CHEAPER HOUSE RENT.

Although the "Eight Banner Settlement" is supposed to be populated only by Manchus, it is a fact that very large numbers of Cantonese have rented houses therein. One effect of the late troubles has been to scare all these families out of the Settlement, and even many Manchus in fear of the massacre that would inevitably follow a successful rising have removed to other localities. As a result it is stated that at a recent meeting of the houses in this Settlement are vacant and the landlords are losing considerably. At a recent meeting of property holders in this district it was resolved that all rents be lowered twenty per cent. in order to induce persons to take the vacant houses. The police are also feeling a loss, for the exodus of so many families from the city has caused hundreds of houses to be rendered tenantless and the police tax (ten per cent. on the monthly rate) is thus lost.

## ELECTRIC LIGHT.

Some two weeks ago I reported that a scare was caused in the Military Bureau by the sudden extinction of the electric light. The Viceroy has now ordered the Electric Light Company to lay a main cable right up to this building. Estimates have been prepared and the work will, it is said, take a week to perform. The cost will amount to nearly \$500.

## PROTECTING THE STREETS.

After the late rising many of the principal streets enlisted men to act as guards during the hours of darkness. A somewhat novel arrangement has been made in the case of Wai Oi Street, which is a very long thoroughfare traversing the old City from West to East. This street is divided into a number of sections each under the governance of a number of the principal traders. Instead of enlisting guards each shop is sending out one foki who will do night duty in the vicinity of his employer's shop. It is said that this is likely to prove a more efficient scheme of defence and cheaper than hiring a guard, for most of the fokis having some small share in the shop in which they are employed will be more likely to use greater vigilance.

## LOCAL SPORT.

## LAWN TENNIS LEAGUE.

WIGWAM &amp; CLUB DE RECREIO.

This match resulted in a win for Wigwam by 56 games to 43.

WIGWAM.	
Brandtmar and Fittok	21
Jeffries and Wolff	20
Chilvers and Kennett	15
Total	56

CLUB DE RECREIO.	
Remedios and Litos	17
Pirin and Gutierrez	13
Rosie and Remedios	13
Total	43

## IS SUNSTROKE AN ACCIDENT?

Is sunstroke an accident? Such was the question which had to be decided at Salford County Court when Arthur Davies, Trafford Road, Salford, claimed damages under the Workmen's Compensation Act from Gillespie & Nichol, of Glasgow, owners of the steamship *Barion*, on which Davies was formerly first officer. Davies, it was stated, was on board superintending the stowage of cargo in the West Indies when he was struck down by the sun. Partially unconscious, he groped his way to the cabin and found he could not see. He improved, but it was admitted on both sides that he was now partially blind. The defence was that the blindness was not caused by sunstroke or by an accident arising out of employment; while it was further admitted that injury through sunstroke was in the same category as injury through frost and lightning, which were not deemed to have resulted from accident within the meaning of the Workmen's Compensation Act. Judgment was reserved.



## SUPREME COURT.

Tuesday, May 30th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

## INTERESTING SHIPPING CASE.

The hearing was concluded of the special case submitted for the opinion of the Court in the arbitration between the Java-China-Japan Line and Olof Wijk & Co. China Agencies, Ltd. The arbitrators, Messrs. R. Sheehan and D. W. Craddock, with Mr. G. H. Medhurst as umpire, made certain findings of fact. The case to be argued was upon questions of law arising out of the charter party.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott-Harston, appeared for the Java-China-Japan Line, and Mr. Eldon Potter, instructed by Mr. G. A. Hastings, appeared for Messrs. Olof Wijk & Co. China Agencies, Ltd. His Lordship, in the course of his decision, said—This is a special case stated by the arbitrators in the arbitration between the Java China and Japan Line and Messrs. Olof Wijk & Co. Certain facts were agreed upon between the parties as to which, down to No. 6, I have nothing to say, but as to 7 and 8 I must point out that they are not facts agreed upon; they deal with certain procedure which has been agreed upon, between the parties; (1) That the Court is to decide who is entitled to the costs of the arbitration; and (2) that the Court shall give judgment in the matter without reference back to the arbitrators—so that the arbitrators pass on to the Court the whole of the reference except as to certain findings of fact. The point did not occur to me during the argument, but it is advisable that I should mention it, because I have almost no doubt at all that this cannot be done for the simple reason that the Court cannot assume jurisdiction to decide a case by consent of parties unless it is regularly invested in the matter with the powers inherent to a Court. But, curiously enough, when it comes to the statement of question on the facts found, the character of the case stated affects, and practically all the questions which arise in the case as I have considered it are included in the questions proposed, subject always, however, to the reference of the question of costs to the Court which are within the sole jurisdiction of the arbitrators. Having said this for guidance in the future, I shall deal with the case stated, and in the matter of costs I shall, the parties consenting, deal with them as I think the arbitrators should have dealt with them on my findings on the questions of law. First, is the declaration that the vessel is insurable as a first-class risk a condition precedent, or is it a covenant for the breach of which the charterer may be compensated in damages? There seems to be no express authority on the point, but a priori considerations point to the conclusion that it is a condition precedent. A charterer does not want a ship which is a second-class risk; his shippers are sure to raise difficulties; he has to pay extra premium; may refuse to ship altogether. If an A1 ship is on the berth at the same time they will ship by her, and so on through a long string of reasons which will occur to anyone. That is the condition on which he chartered the vessel, and he would not take it unless that condition is fulfilled. Put this the other way: If the owner covenants that the ship is A1, how can they, when it turns out to be a second class risk, say, "Oh, well! It does not matter. Damages will meet the case." The practical difficulties in the way of assessing the damages itself shows that they cannot. Therefore I hold that this was a condition precedent. The charter was for a year; it is knowledge which the owners must be assumed to have that a time charter for a year must cover many voyages, that insurances will be effected on each voyage, and therefore that on every occasion when insurances are likely to be effected the vessel must be insurable as a first class risk. What are the rights of the charterers when it becomes known to them that the condition has been broken? They may rescind the contract. They must do it at once, but this manifestly must allow for time for the knowledge to reach them, if in the circumstances the refusal to insure as a first class risk has occurred abroad. But may they postpone the actual cancellation of the charter until the end of a voyage on which the ship then is? Will this be an immediate rescission, or will it be a waiver of their right to rescind? There is no decision that I can find bearing on this question. The only question, therefore, in the absence of express authority is whether the charterers were within their rights in what they did. I think they were. The ship was on a voyage, they gave notice at once, but the postponement of the cancellation till the conclusion of the then voyage seems to be reasonable from the point of view of all parties; it is not an arbitrary period, but one which will prevent very complicated questions arising afterwards. Then there is another point. It was argued very strongly that, "When a contract has been partly performed and the consideration for a promise in part received, that promise must generally be performed, although in different conditions from those anticipated; the remedy then is in damages." But it is clear that if I am right in my view that there is such a thing as a continuing condition precedent, then the principle above referred to cannot apply, for the idea of such a continuing condition involves the part performance of a contract. The questions submitted to arbitration are these:—(1) Whether the owners are liable to pay the charterers any sums for premium paid on the insurance of the cargo of the said vessel; (2) Whether the charterers have terminated the charter; (3) Whether they were entitled to terminate it; (4) Whether, if

they were not entitled to terminate it, they are indebted to the owners for damages for breach of the charter party; (5) Whether, if they have not terminated the charter, they are entitled to terminate it. As I have said, I think that in normal circumstances the Java Line had a right to cancel the charter party on the termination of the voyage the ship was then on. I do not think that this was affected by the first part of the correspondence; both the parties had expressed their confidence in the vessel, and the charter party, being then running, the condition may be said to have continued. But the position of affairs entirely alters on February 8th. Both parties seem to have abandoned their attitude of confidence and come to an understanding as to the sale of the ship. That being so, the case seems to me to change its character altogether, and the right to cancel was gone. The facts are almost the same in principle as in the recent arbitration case between Sander, Weller & Co. and the Wing On. If you have a legal right you must exercise it when the occasion arises. You cannot come to an understanding to do something else—whether it be to submit other questions to arbitration, as in that case, or to arrange for some other mode of settling the dispute, as in this case—and afterwards revert to your legal right. Therefore I answer No. 3 in the negative. Next, did they terminate the charter party? It is made clear by Messrs. Evans & Harston's letter that the letter of 22nd February was not to be taken as a termination per se. It is then a question of fact whether on the return of the Victoria from the voyage in question the Java Line can then be said to have carried out their intention, and have broken the charter. As to this I am in the dark as to the facts, as the correspondence ends with the letter of 27th March and the cargo would have been discharged by 3rd April. In the meantime the arbitration had been set on foot, so that I do not quite see how the arbitrators could have decided this question. But here Messrs. Evans & Harston's letter of 22nd March comes in. "If the arbitrators hold that our clients were not entitled to give the said notice, then our clients will carry on the charter." I hold that, in the circumstances they were not entitled, therefore they carry on the charter. The arbitration has taken longer than was anticipated, but as the parties were reasonable enough to go to arbitration, I presume that they have not been so unreasonable as to allow the vessel to remain idle. If they carry on there has been no breach of the charter party and consequently no damage for breach, subject, of course, to the intervening period from 3rd April to the present time. With regard to five, I think they are not entitled to terminate the contract. But with regard to one, a condition precedent, though it gives them a right to rescind, does not thereby preclude damages being given if the charter is not rescinded. Therefore I answer this question in the affirmative. I have no reason to doubt that the excess premium has been paid as alleged, but documentary evidence should be adduced for the satisfaction of the Registrar. Now as to costs, how does the matter stand? The Java Line claimed something to which they were entitled, and it was refused. This led them to claim something to which they were not entitled. I think the most equitable thing in the circumstances, more especially as there had been some arrangement made to sell the ship, is that each party should pay his own costs throughout and divide the costs of the arbitration. Mr. Potter—Your Lordship means that we both pay our own costs, including the arbitration? His Lordship—Yes. Mr. Potter—Your Lordship holds that they have got to carry on the charter? His Lordship—They said they would in their letter. Mr. Potter—It was expressly stated in open Court that the charter was in fact terminated. His Lordship—Subject, of course, to the arbitration. Mr. Potter—I don't think that. Mr. Pollock—In your Lordship's order there is a reference to the Registrar as to the damages we have sustained. His Lordship—I think the question as to the receipt for 8800 is not definitely proved. A letter from the people in Java should be produced. Mr. Pollock—If we carry on under your Lordship's judgment there is a question of further damages. His Lordship—They would be decided by the same principle. Mr. Potter By a statement made in Court by my friend, and by an agreement between the solicitors, the ship has, in fact, been chartered again. His Lordship—That simplifies matters. Mr. Pollock—What was done was by consent. The ship was chartered without prejudice to the rights of the other parties. Mr. Potter—No. When the charter was concluded, we re-chartered the ship. His Lordship said he had only put himself in place of the arbitrators. The best thing would be for Counsel to consider his judgment carefully and then mention the matter in Chambers.

## IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

## APPEAL AGAINST A DECISION OF THE CHIEF JUSTICE.

The hearing of the appeal in the action between Harrison Midwood (respondent) and W. G. V. Robinson and the Robinson Piano Co. (appellants) came on before their Honours Sir Francis Pigott (Chief Justice) and Mr. Justice Gompertz (Paisne Judge) in the Full Court.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Hinde (of Messrs. Brutton &amp; Hett), appeared for the appellants, and the respondent

was represented by the Hon. Mr. C. G. Alabaster, who was instructed by Mr. Lewis (of Messrs. Johnson, Stokes & Master). The motion was that so much of the order made by the Chief Justice in Chambers as ordered that the plaintiff should not be required to give security for the costs to be incurred in connection with the proposed commission to take evidence in England, might be varied, and that so much of the order as directed that the plaintiff do execute to the Registrar a blank transfer of the shares held by him in the defendant Company, as security for the sum of \$3,700, the amount of the additional security including the costs of the commission ordered by the said order to be furnished by the plaintiff, be varied, and that it may be ordered that the plaintiff furnish security for the costs of the said commission, and that the amount be referred to the Registrar for his report. And that it may be further ordered that the plaintiff do furnish cash security, or other and better security than the said shares for the defendants' costs, of action, including the amount of the costs of the commission as fixed by the Registrar, and that in the meantime, and until such further security be given, all further proceedings in the action by the plaintiff be stayed. Mr. Alabaster said he had a preliminary objection to take. Mr. Pollock—Wouldn't it be better if I formally opened? Mr. Alabaster—This being an appeal as to costs only, leave should have been obtained before the appeal was brought. The Chief Justice—This is an appeal as to security for costs. Mr. Alabaster—It is an appeal on a matter which is absolutely in the discretion of the Judge. The Chief Justice—This is an appeal as of right. The Court overruled the objection. Mr. Pollock, in opening, said that they were appealing from so much of the order that ordered that plaintiff should not be required to give security for costs which would be required under the proposed commission to take evidence in England. On February 25 of this year, Messrs. Brutton & Hett, solicitors for defendants applied to the Court for an order directing that a commission be issued for the examination *in vivo* of witnesses in England. A summons was taken out by Messrs. Brutton & Hett asking for that. It was very important that their Lordships should have before them—he believed the point was not actually before his Lordship the Chief Justice when he decided in Chambers—the attitude which plaintiff took up through his solicitors in response to that application by defendants for the commission. The attitude was mainly set out in a letter in regard to the matter of a commission. That letter was of immense importance, because plaintiff, through his solicitors, desired to join in the commission, and stated, quite properly, that the costs of the commission should be costs in the case. In reply to that, on March 17 Messrs. Brutton & Hett wrote agreeing to it, and on the same day the solicitors for the respective parties, having come to an arrangement with regard to the commission, an order was filed in the Court with reference to the commission. That order gave plaintiff absolutely identical rights with those conferred on defendant. Plaintiff equally with defendant could examine any witnesses under the commission whom he desired to examine, and incidentally under that the plaintiff himself could be examined as a witness without any necessity whatever for returning to this Colony. That was a very important point. Plaintiff had already left the Colony for home, and there was absolutely no necessity for him to return for the purpose of giving evidence in the action. That was done with the consent of the parties, and Messrs. Johnson, Stokes & Master suggested that plaintiff should join in the commission. Counsel submitted that the effect of the order was to put the parties in the same position. The Court reserved its decision.

## CHINA'S BUDGET.

The Peking Daily News publishes the following translation of an Imperial Edict dated May 17th—

The Tzu-chung Yuan has presented a memorial stating that the members ask for a special session of the Assembly and praying for Our decision in the matter. The members seem to entertain doubt and anxiety in regard to both the budget and the loans. It is hereby clearly and distinctly announced that when the Tzu-chung Yuan memorialized Us on two occasions that care should be taken in the preparation of the experimental budget for the current year.

We strictly ordered the yamens in and out of the Metropolis to act as the suggestion of the Ministry, and that commencing from this year the experimental budget of the whole Empire be made out in accordance with the practical methods planned by the said Ministry and sanctioned by Us, with the control of the Throne above and the investigation of the Board Minister below there exists no reason for suspicion or anxiety about the budget. As regards the two special loans, we have some time ago clearly announced that they would be exclusively devoted to the readjustment of the currency system, the development of industries and the extension of the railway service, and also commanded the yamens concerned to do their utmost to effect economy of expenditure, and that under no circumstances should the proceeds of the loans be utilized for any other purpose. These measures have been taken with a view to guarding against dangerous misappropriations. Therefore there is no reason for suspicion or anxiety about the two loans either.

Important as the above-named two loans are, they are not urgent and can be discussed with ease at the ordinary annual session of the Assembly. The Tzu-chung Yuan is hereby ordered to strictly press on the various yamens in and out of Peking to submit the budget of the whole Empire as well as the statistical reports showing the purposes for which the various loans are to be devoted, within a prescribed period, so that in the ninth moon at the ordinary annual conference of the Tzu-chung Yuan these may be submitted for discussion and decision. The request that a special session be opened need not be considered

## LATE TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPERS.]

## THE CORONATION STANDARDS.

London, May 12th. The following standards will be borne at the Coronation in Westminster Abbey—The Royal Standard by the Marguerite of Landowne; the Standard of the Union by the Duke of Wellington; the Standard of England by Mr. Frank Seaman Dymoke; the Standard of Scotland by Mr. Henry Scrymgeour Wedderburn; the Standard of Ireland by Mr. Denis Charles Joseph O'Connor O'Connor Don; the Standard of Wales by Lord Meslyn; the Standard of India by Lord Curzon; the Standard of Canada by Lord Aberdeen; the Standard of Australia by Lord Northcote; the Standard of New Zealand by Lord Plunket; and the Standard of South Africa by Lord Selborne.

## THE FESTIVAL OF EMPIRE.

London, May 12th. The principal feature of the afternoon's proceedings was a great Imperial Concert, at which were rendered special compositions of Sir Charles Stanford, Sir Alexander Mackenzie, Sir Edward Elgar, Sir Hubert Parry, and Mr. Charles Harris. The composers were afterwards presented to Their Majesties. The Royal visitors subsequently drove through the grounds and back home by a different route.

## THE LONDON TERRITORIALS.

London, May 12th. Lord Esher, addressing a special meeting of the London Territorial Association called to consider the question of re-arming, said that the London Force had decreased by 1,062 during the current year. He blamed the Army Council for not treating the Force seriously.

## POLO IN THE UNITED STATES.

London, May 13th. Special telegrams from New York state that since the English polo team went to Cedarhurst, Long Island, they have developed such amazing form in private practice as to arrest widespread public attention. Opinion is increasing that neither side will secure victory without a tremendous struggle which will be memorable in polo history. The stands which are being built for the first match will hold 10,000 spectators. Special trains will be run from New York, and a record attendance is assured.

## LINER 'UNK' OFF CAPE CHARLES.

New York, May 13th. A fruit steamer, "Admiral Farragut," and the liner "Merida," with a cargo of coconuts, having collided off Cape Charles, Virginia. The "Merida" sank, but three hundred passengers and the crew were saved. A battleship and another steamer, responding to wireless signals, came to the rescue.

## AMATEUR TENNIS CHAMPIONSHIP.

London, May 13th. The Hon. Neville Lytton has won the Amateur Tennis Championship of England, defeating Mr. Enslane Miles by three sets to love.

## HOLLAND INSURANCE PROPOSAL.

London, May 13th. The Dutch Government has introduced a Bill to insure against invalidity workers earning a hundred sterling a year. The premium rates are from fourpence to tenpence a week, workers and employers each paying half. Septuagenarians will receive pensions.

## RACQUETS.

London, May 13th. At the Prince's Club to-day Charles Williams, the English Professional Champion, beat James J. in the remaining game—15-7, thus winning five games in all, and the World's Championship. The game lasted nine minutes.

## YORKSHIRE WOOLLEN TRADE.

London, May 14th. At the meeting of the Yorkshire weavers the speakers urged the audience to vote solidly for an increase of wages in the ballot which takes place during the next fortnight.

## THE CRISTAN PROBLEM.

London, May 14th. The Porte recently informed the Powers of its decision to despatch Kadis and Muftis to Crete to replace those who are unable to exercise their functions owing to the Cretan Government's insistence upon their taking the oath of the King of the Hellenes. The Powers replied that they might proceed without this fear of hindrance.

Meanwhile indications have been held in Crete denouncing the Porte's decision as a violation of the right of control over Muslim religious officials which the Powers accorded the Ottomans. The Powers, fearing disturbances, have now advised the Porte to delay the despatch of the officials. Turkish official circles are indignant at what is described as the vacillation of the Powers, and believe that the action will intensify the anti-Greek boycott.

## NEW EMPEROR OF ABYSSINIA.

Rome, May 15th. A telegram from Addis Ababa states that Lidj Jossen, grandson of King Menelik and heir to the throne, has been solemnly proclaimed Emperor.

The coronation will take place later. All is quiet. THE CORONATION NAVAL REVIEW. London, May 15th. An official list shows that 170 vessels will assemble for the Coronation review on the 24th June, compared with 114 vessels at King Edward's coronation service. Twelve "Dreadnoughts" and twenty other battleships will be included.

## THE ROYAL VISIT TO INDIA.

London, May 15th. Mr. McKenna, in reply to Mr. Haddock, said that there was no provision in the Navy Estimates to cover the chartering of the P. & O. s.s. "Medina," in which King George will make the voyage of India.

## THE ROYAL VISIT TO SCOTLAND.

London, May 16th. King George has cancelled the Music Hall command performance in Edinburgh, in consequence of the recent fire at the Empire Music Hall. His Majesty hopes that, later, there will be a suitable opportunity for such a performance in London.

## THE COTTON CONGRESS IN BARCELONA.

London, May 15th. Sir C. W. Maenn, interviewed at the close of the Cotton Congress at Barcelona, said that the Congress had proved that the Federation had achieved the unity of all the cotton manufacturing nations which was necessary to remedy the depression. This not even England, possessing over one-third of the spindles in the world, could do alone.

The main business of the Federation, he said, was to reduce or abolish the unnecessary increase of price. If the work of the Federation continued to be successful, it would effect a saving of incalculable magnitude. The Congress had received encouraging reports from all the European countries possessing colonies relative to the extension of the area under cotton cultivation.

## CITY LINE STEAMERS IN COLLISION.

London, May 15th. A collision occurred in the Clyde between the steamers "City of Banbury" and "City of Bombay." Both were damaged.

## STRIKES IN THE UNITED STATES.

London, May 16th. The Supreme Court has granted the writ of habeas corpus in favor of the President, Mr. Mitchell, Vice-President, and Mr. Morrison, Secretary of the American Federation of Labour, for contempt of Court in connection with the labour boycott of the stove manufacturers.

## CANADA AND THE BAHAMAS.

Ottawa, May 16th. Mr. Fielding, Minister of Finance, yesterday informed the Dominion House of Commons that Sir Wilfrid Laurier, while in London, would discuss with the Colonial Office the admission of the Bahamas into the Canadian Confederation.

## IMPERIAL RULES FOR BRITISH SHIPPING.

London, May 16th. Mr. Buxton received a deputation from the Shipowners' Parliamentary Committee regarding Colonial legislation affecting merchant shipping.

It was urged that, if the suggestion made to the Imperial Conference of 1907 of periodical Government survey were carried out, it would disorganize the whole shipping business. It was absolutely impossible for ships to be ready to meet the standards of every port. Therefore, the Colonies should support their request that shipping should be regulated by Imperial legislation and nothing else.

Mr. Buxton promised to do his best in discussions with the Colonial delegates to arrive at conclusions unprejudicial to their interests.

## STEEL TRUST TO BE DEALT WITH NEXT.

Washington, May 17th. The House of Representatives has passed a resolution providing for the investigation of the affairs of the Steel Trust by a Committee of Congress.

## PANAMA CANAL EXPENDITURE.

Washington, May 17th. The Secretary to the Treasury has invited subscriptions for fifty million dollars worth of Government bonds bearing 3 per cent. interest, to reimburse the Treasury expenditure on the Panama Canal.

## THE CHINESE POSTAL SERVICE.

The Peking correspondent of the N.C. Daily News, writing on May 13, discusses the subject of the transfer of the Postal Service in the following terms:—

The Chinese Government has decided to hand over the Postal Service to the Yuchuanpu on the first day of the 5th moon (May 28), and the members of that department are anxious to learn further details in regard to the transfer. The Postal will, it is understood, be under the Yuchuanpu in the same way that the Customs are under the Shuiwu-chu. But it remains to be seen whether the Posts will be given the freedom of action and control that is essential to the Customs. Opinion in Peking is divided in regard to the prospects of the new service. While under the control of the Customs the Posts have shown a long record of steady progress, increasing revenues and diminishing losses, and annual upkeep. Although much remains to be done, the brunt of labour of development has been successfully overcome by Mr. Piry, Postal Secretary, and he, of course, will be the chief under the new regime.

The question now is whether he will be given reasonable control over the staff, both foreign and Chinese, or whether the Yuchuanpu will annex the Posts in the hopeless mass of inefficiency which it has woven around the Telegraphs. The foreign employees of the Posts are still members of the Imperial Customs and no difficulty is expected in regard to their future. The Yuchuanpu cannot do less than continue the terms of their service. But with the expert Chinese members of the staff it may be otherwise. Influence has had no place in determining their promotion; the want of it has never jeopardized the service or hindered Chinese heretofore. Will it be so hereafter?

If the new Inspector-General or Director-General be harassed by the continual desire to dispense with the services of foreigners and find situations for the needy friends or relatives of officials who have some pull with the Yuchuanpu, the future of the Posts will be similar to the past history of the Peking Railway and the Telegraph, where efficiency has been sacrificed to unworthy favoritism.

The matter of repaying the Customs the losses it has incurred in extending the Posts remains for subsequent adjustment. But the Posts do not yet pay their way, and many more improvements must be effected before the service will be qualified to enter the Postal Union, which is the desire of the Chinese Government. In two years' time the opportunity will recur, and it is thought that the time available for preparation leaves no margin.

It was hoped when H. E. Sheng Kung-pao became President of the Yuchuanpu that one of his first duties would be to remove from the indefatigable foreign Superintendent of the Telegraphs some of the restrictions which prevent the adoption of perfected schemes for the improvement of the service. But up to date His Excellency has done nothing practical for the Telegraphs beyond borrowing from the two great foreign Companies \$250,000 at terms which surprised and delighted all China. Since then H. E. Sheng has clinched the International Loan and has practically completed the Hukwang Loan, with provision for a considerable enlargement of the loan, later on, to carry out the new grand scheme of trunk railways. Indeed the amount of work done by this Minister has been a surprise to the dilatory officials of Peking; and it would not be fair to criticize the fulfillment of hopes in connection with interior arrangements. Let us wait until His Excellency has filled China's coffers with foreign money and see whether his administrative talent will be as pronounced as his financial ability.

But while the President has been absorbed, in weightier matters, why should not one of the Vice-Presidents have taken some intelligent interest in the Telegraphs. Lord Li Ching-lang has been some months at his post and his name has scarcely been heard in Peking. His experience in London should have made him anxious to remove the stigma resting upon his department in connection with the Telegraphs and the Peking Railway. But, apparently, he has fallen into the old groove of the Yuchuanpu, the groove of slothfulness and inefficiency. Men with experiences such as Lord Li has been fortunate enough to secure should not be content with borrowing money and establishing railways and telegraphs only to allow them to become a byword of inefficiency through their neglect.

Whether, a year hence, the Posts will need to be included in the list of betrayed services will depend upon the degree of control given to the new foreign chief. If the Chinese curtail his power, they might as well close up the service, for they will find foreign postal services springing up all over the country.

## INTIMATIONS

## CORONATION CANDLES.

WE Beg to Notify the Public that

We have Just Received a Large

Shipment of SHORT CANDLES,

suitable for the forthcoming CORONA-

TION ILLUMINATION, and they are

requested to make an early application

to avoid disappointment, as the demand

is likely to be great.

## H. RUTTONJEE &amp; SON,

38 and 40, Queen's Road,

Central,

HONGKONG.

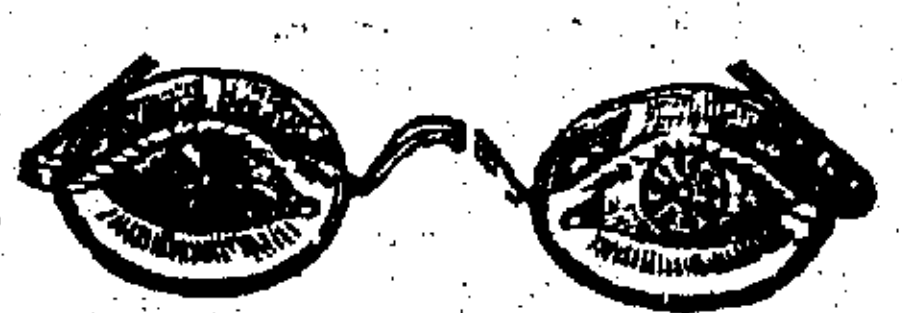
## GOLD AND SILVER WATCHES

ENGLISH, SWISS AND ELGIN

## SUPERIOR QUALITY MOVEMENTS

Chas. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS.



WHY GO TO N. LAZARUS FOR YOUR GLASSES?

BECAUSE You will receive Fair Treatment. A Careful and Intelligent Examination. We have a Sound Optical Reason behind every Lens.

N. LAZARUS, OPTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST. HONGKONG.















## CONSOLIDATED MALAY RUBBER ESTATES (LIMITED).

The annual meeting of the Consolidated Malay Rubber Estates (Limited) was held on May 4th at the London Chamber of Commerce, Cannon-street, Mr. G. G. Anderson presiding. The representative of the secretaries (Messrs. Bland, Haldane & Co.), Mr. H. C. Dowling, having read the notice convening the meeting, the Chairman moved the adoption of the report and accounts and the declaration of the final dividend; of 50 per cent, making, with the interim dividend, 100 per cent, for the year far from. In the course of his remarks he said:—The total crop from our three estates amounted to 341,460 lb., which, though short of the estimate, exceeded that of last year by 125,567 lb. and showed an average yield of 3.44 lb. per tree obtained from 99,255 trees, of which large proportion only came into tapping during the year. The estimated crop for 1911 is 380,000 lb. The average net price realized was 6s. 2.45d. per pound, as against 7s. 2.07d. per pound obtained for 1909. With the aid of local labour a sufficient force has always been maintained up to now, and a new and fully-equipped hospital has been built on Atsada, and that on Atsion enlarged, while new coolie lines have been erected, with brick walls, on all the estates. Mr. Mansergh, our visiting agent, when advising that he had every confidence that these additions and improvements would be conducive to a more healthy force, and this appears to have been the case, for in his reports received by last mail he refers to a great improvement in the daily output of coolies, which for March showed an average of 81 per cent, of Atsada and 80 per cent. on Atsion, and I may add that he states that the winter having ended, the rubber all round was looking splendid. In common with many companies we have found that when a detailed survey is made there is generally some discrepancy between the figures which have hitherto passed as correct and the average disclosed by the survey, and in our case it would seem, from the explanation given by Mr. Mansergh, who, we much regret, is unable for ill-health to be present to-day, that the discrepancy referred to in the reports arises from his unfortunately adding on to the 1909 figures as now are the Para that was substituted for the rubbering out, and also to the fact that the extent of the narrow estate roads and swamps had not been sufficiently gauged. Our recent purchase of Constantia and Talloch estates adds to our average 52 acres planted in rubber in 1909 and 397 acres, planted in rubber in 1910, in all 486 acres, which cost the company the sum of £893, satisfied by the issue of 8,930 shares of 2s. each, fully paid, a purchase which, in the not distant future, should add considerably to the dividend-earning power of the company, and perhaps I may state that the estates were valued for our account, when the negotiations were in progress for their purchase, at £10,450. As to the cost of production, the cost of tapping during the past year has increased, owing first to the number of young trees brought into bearing, and second, to the employment of Chinese tappers, the excess cost over last year having been 2d. per lb. Mr. Mansergh, in his report, states that he considers this no real loss to the company, as the quality of the work done fully compensates for the price that has to be paid for it. The cost of collection amounts to 8.76d., and adding to this figure a proportion of general expenditure on cultivation and upkeep of estates calculated upon the area in bearing, and estimated to amount to approximately 4d. per lb., and, finally, adding the export duty, transport and shipping charges, say 2.15d. per lb., we arrive at a cost, f.o.b. Singapore, just within a fraction of 1s. 3d. per lb., bringing the total cost to sell in London to 1s. 3.4d. per lb. I regret that a printer's error occurs in the first page of the report, 10d. having been omitted from the figure for forward item and the total of the figure there given, the total amount available for distribution is £78,412, and this is proposed to be apportioned as follows:—Interim dividend of 50 per cent, absorbed £31,003; final dividend of 50 per cent, will absorb £31,003; to place to general reserve, £3,000; to write off development account, £3,000; to write off buildings and machinery, £2,000; and to carry forward to next account, £6,405—an allocation which I hope meets with your approval. I think it well to mention that the London expenses are swelled by the cost of the recent splitting of the shares. On Mr. Porcher's retirement from the management Mr. Davidson was appointed manager, and in arranging his remuneration the board reduced the commission to be paid to him to half of that which Mr. Porcher, by his agreement, was entitled to. In this connection I am pointing out to you that, notwithstanding the charges in the articles which provide that after 15 per cent, has been paid to shareholders the directors shall be paid a commission of 5 per cent, on the divisible profits of each year, without any limit, the directors have decided that for the current year 1911, and in future they will consider that the Article No. 103 referred to is to be understood to read that the commission payable to them shall in no case exceed £2,000 in any one year. It is a matter of satisfaction to the board that they have been able to retain Mr. Porcher's services as a director, as from his intimate knowledge of the property and his large experience as a planter his presence on the board will be of great advantage to the shareholders and to the colleagues.

Mr. J. L. Shand seconded the motion, and observed that no company was ever started on a cleaner basis than theirs. The total cost of the preliminary expenses was £357. There was no underwriting, and there were no promises of expenses. The contract was straight from the vendors to the shareholders.

The resolution was adopted unanimously.

At a subsequent extraordinary meeting a resolution was passed to divide each of the £1 shares into ten shares of 2s. each.

## THE JAPANESE ANTARCTIC EXPEDITION.

Telegraphing from Tokyo on May 3rd the correspondent of the New York Herald in that city gives further details of the failure of the Japanese Antarctic Expedition, and announces that a fresh attempt will be made next September. "Lieutenant Shirase," he says, "cables that he reached Coulman Island on March 14 and was unable to proceed because of stormy weather and heavy ice packs. The schooner *Tokai Maru* proved unfit to resist the ice pressure, and remained at Coulman for several days. She arrived at Sydney on May 1. All the dogs are dead from lack of exercise, and the schooner must undergo repairs. "Lieutenant Shirase is remaining at Sydney with the schooner with the object of making a fresh start in September, when the ice lessens, enabling him to reach Edward VII. Land. Captain Nomura will return to Tokyo. "Count Okuma expressed satisfaction at the achievement, and there is a possibility that the Government will assist the expedition."

## WEATHERREPORT.

On the 30th at 11.55 a.m.—The barometer has risen on the E. coast of China, and fallen considerably in W. Japan. The depression, after crossing the Yellow Sea yesterday, has reached the S.W. part of the Sea of Japan. The highest pressure is shown over the Pacific to the East of the Bonins. There is a tendency for pressure to give way again over S.W. China and Tongking. Variable winds and unsettled weather may be expected over the northern shores of the China Sea, and S. and S.W. winds to the Southward of the 20th parallel. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood. (S.E. winds, moderate.)  
Formosa Channel. (S.E. winds, moderate.)  
South coast of China between Hongkong and Lamook. (Same as No. 1.)  
South coast of China between Hongkong and Hainan. (Same as No. 1.)  
• Variable winds, light or moderate, fair at first, showery later.

## THE HAREM SKIRT.

THOUGHTS OF A MAN WHO LIKES IT.

John Foster Fraser writes in the *Pall Mall Gazette*:—What is the meaning of all this I read about women being mobbed in the streets of capitals because they adopt a dress which is both pretty and sensible? The men who chivy the ladies are ungallant, and the women are scornful because they are jealous. The woman who is lissom has a graceful carriage, a neat ankle, and a dainty foot. Why, then, never was a costume which aided feminine charm like this adaptation of the Oriental garb. And a mere man, with the pagan instinct of liking a woman to be beautiful, I ask you ladies whether—amongst your many qualities—one is not to be attractive in the eyes of men, and another to stir your sisters to spitefulness? Do you realise there are more women in the world who wear the bifurcated costume than those who wear the gown? And those of us who have lived in the East, without prejudice, know that plum-coloured and pleasantly voluminous trousers—or soft green, or captivating purple—clashed above the foot are sensationally delightful. Do not tell me, madam, you object to dresses which are sensationally delightful. What did you have your last low-necked dress made for?

You bar the harem skirt because it indicates the shape of the limbs. Now shocking! We know you have arms and you love to show them when they are shapely—and some of you have busts, which you do not hide when we take you in to dinner. And several of us are sufficiently advanced in our knowledge of anatomy to know you have—go on, pen, write the word—that you have legs. When I have joined in the pleasure of mixed bathing I have, I assure you, noticed that the legs have often been nice legs, though there have been others which—well, never mind.

Was it not Bernard Shaw, or Maeterlinck, or Winston Churchill who said, "To the pure all things are pure"? And are you not rather sniffy in declaring the harem skirt to be improper?

None of us like impropriety, and we hate what is unbecomingly. But the harem skirt, loose, drooping, with no upper garment falling to the knees, is deliciously becoming to the woman who has a good figure.

Possibly you have never seen what, for short, we call the harem skirt. I have, thousands of times, in the Orient. And do not forget that it is the educated Oriental who says that the dress you wear, when you go into the stalls of a theatre, is positively indecent. You see, so much depends on the point of view, and what you are used to.

Try to be sensible. Do you remember, young madam, when your mother would not allow you to have tea with another girl because she rode a bicycle, and which was condemned as "fast"? But the time came when you rode a bicycle, and your dear mother took to bicycling, and you would have been very angry indeed, and given a nasty retort to any out-of-date dame who dared to suggest you were "fast."

Later times. Do not forget the sequel, the indignation protest, and then the general acquiescence in accepting the "hobble skirt." Didn't you peer at the first wavers? Why you almost mobbed them. But soon—very soon—you were all wearing the "hobble skirt," or a modification of it. And you cast off garments so that the "hobble skirt" might fit very close to the figure. You know you looked graceful in it, especially in black. You were quite aware that men admired you in it. So the "hobble skirt" is worn to-day, sister to the "harem skirt," so plain, so clinging, so short, you know to be just the sweetest thing there has been for years.

Now, most of you get taken when condemning the "brazen females" who have outraged decency by appearing in the streets in the harem skirt—though you cannot tell the dress is divided till you examine it carefully. You cry a tragic "Nasty modest!" at the idea of its becoming popular in England. That is right; I love you in that mood. But do not commit your thoughts to paper. Do not write. I think the woman who wears the harem skirt is vulgar and indecent and should be cold-shouldered by all decent folk. That is my good advice. For what may be your feelings a year hence when you succumb—as you succumb to bicycling to tight-fitting jerseys, to hobble skirts—and wearing an exquisite creation of harem skirt in rose pink, you—the most circumspect and yet fashionable woman—find that scribble rise up like a wraith from twelve long months before? And if I knew and smiled—you know men always are cynics about women's clothes—you would never ask me to tea again; I know you wouldn't. Would you?

So before you talk any more about the harem skirt being "disgraceful," had you not better see how it looks? I do not mean worn by an emancipated woman with short hair, no complexion, and no figure, but by a refined lady with taste, who thinks common sense may be combined with artistic dressing.

But if Nature has not gifted you with a shapely, rhythmic, willowy figure, I beseech you to keep to your long skirts. Men will tread on them and trip them at crushes, and you will smile through your teeth and say it really does not matter. You can continue to brush the pavements and their coverings with your drapery. When it is raining and you have to hold an umbrella and a parcel in one hand whilst with the other you hold up your petticoats in crossing the street you will reveal more ankle, oh, much more—dear, proper lady—than the harem skirt would ever suggest.

The harem skirt, properly made and properly worn, is a pretty and poetic garment. But we English are so prudish. Aren't we?

## BY ROYAL WARRANT

**JOHN BEGG'S**  
SCOTCH WHISKY.  
WHOLESALE AGENTS:  
**DADY BURJOR & Co.**  
7, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
TELEPHONE No. 665.



**COLEMAN'S WINCARNIS.**  
THE GREATEST TONIC IN THE WORLD.  
WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU.  
Its refreshing and exhilarating effects are a revelation to those who have never tried it before.  
"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.  
**BUY IT TO-DAY**  
From any leading Chemist.  
**MUSTARD & COMPANY**  
Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai 1402.

## VISITORS AT HOTELS.

- HONGKONG HOTEL.**
- Mr. H. Adam  
Mr. J. I. Andrew  
Mr. P. Barendt  
Mr. F. Bonnet  
Mr. Royce  
Mr. S. M. Brown  
Mr. A. C. Brunt  
Mr. J. A. Bull  
Mr. D. E. Clark  
Mr. W. E. Clarke  
Mr. H. L. Condon  
Mrs. Cummins  
Mrs. Dalgleish  
Mr. N. K. Davidson  
Mr. W. C. Drew  
Mr. E. J. W. Eames  
Mr. W. A. Edgar  
Mr. and Mrs. H. C. Ehrenfels  
Mr. F. Esom  
Mr. H. G. Fisher  
Mr. J. Forrester  
Demian Fuller  
Mr. H. Garside  
Mr. Y. Goulbourn  
Mr. M. Gonzalez  
Mr. F. Gonzalez  
Capt. T. P. Hall  
Mr. J. C. Hamilton  
Mr. T. P. Hansen  
Mr. & Mrs. E. A. Hewitt  
Mr. P. Holymler  
Mr. & Mrs. J. R. Hopkins  
Dr. Spencer Hough  
Mr. H. T. Howard  
Th. van Hunt  
Mr. E. Jones  
Mr. M. Joseph  
Mr. E. C. Julian
- KING EDWARD HOTEL.**
- Mr. T. Aoki  
Capt. Thos. Arthur  
Dr. Bellios  
Mr. M. P. Beattie  
Miss Brann  
Mr. and Mrs. H. B. Brigger & Son  
Mr. W. T. Bryant  
Dr. Burger  
Mr. Geo. Van Corbae  
Count. W. J. Dohna  
Dr. Elbecker  
Mr. C. M. Forrest  
Miss M. Gains  
Mr. H. George  
Mr. A. Goldsmith  
Mr. J. Gordon  
Mr. A. Granda  
Mr. A. Harper  
Mr. Harrison  
Dr. Hochgeschurtz
- GRAND HOTEL.**
- Mr. E. W. Bauckham  
Mr. Bellir  
Mr. G. Berden  
Mr. B. Bondy  
Dr. Bondion  
Mr. & Mrs. A. B. Crow  
Connel and Mrs. H. C. Fein  
Mr. C. W. Friripp  
Mr. W. L. Gaylor  
Mr. Gilbert  
Mr. J. Gruber  
Mr. T. Rance  
Mr. H. R. Heckscher  
Mr. A. C. Hordyk  
Mr. H. P. Huse  
Mr. E. James  
Mr. Kanholz
- KING'S PRIVATE HOTEL.**
- Mr. & Mrs. L. D. Mandel  
Master Mandell  
Mr. E. J. McNulty  
Mr. C. M. Meyer  
Mr. K. S. Morrison  
Sir Francis Piggott  
Mr. J. Robertson  
Mr. A. R. Sacke  
Miss E. Sacke  
Mr. A. L. Shields  
Mr. E. D. Stewart  
Mr. S. P. Warbrook  
Mr. B. Webb  
Mr. W. Williams  
Mr. and Mrs. E. A. M. Williams  
Mr. J. W. Wilson

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	—	—	JAVA	First half of June
TJIMAH	—	—	JAVA	First half of June
TJITANGM.	JAVA	First half of June	SHANGHAI	First half of June
TJILATJAP.	JAVA	Second half of June	JAPAN	Second half of June
TJIKIN	JAPAN	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIPANAS	JAVA	First half of July	JAPAN	First half of July

The Steamers are all fitted throughout with Electric Light and have no accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.  
York Buildings, 1st Floor.  
Hongkong, 30th May, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS DATE OF SAILING.  
SHANGHAI, YOKOHAMA, KOBE & MOI "NIPPON" On 15th June.  
For Freight and Further Particulars, apply to  
**OLEOF WIK & CO., CHINA AGENCIES, KITEBOLAG.**  
46 YORK BUILDINGS, TOP FLOOR.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE &amp; PORTLAND (Or)

VIA

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
KUMERI	5,252	G. B. McGill	6th June.
LUCERIC	6,400	J. Mathie	26th June.

To be followed by other Steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.  
The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.  
For Rates of Freight and Passage, apply to—  
**THE BANK LINE, LIMITED.**  
KING'S BUILDING, PRAYA CENTRAL.  
TELEPHONE No. 730.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG: 24th June  
FROM COLOMBO: 12th July.  
STEAMER ...  
For rates and further information, apply to—  
**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS).  
Hongkong, 1st May, 1911.

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING CO.**  
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.  
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
10-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructions! Work.  
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.  
MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare	11 A.M., 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	ARCADIA Capt. F. J. Fox	10 A.M., 4th June	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barcham	About 8th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Noon, 10th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. F. Dally, R.N.R.	About 14th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	About 15th June	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 31st May, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 31st May, Noon.
WEIHAWEI, CHEFOO and NEWCHANG	"NANCHANG"	On 1st June, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th June, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS [10]

Hongkong, 30th May, 1911

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

### SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN" ...	Capt. J. W. Evans	SUNDAY, 4th June, at 10 A.M.
"HAIYANG" ...	Capt. J. S. Booth	TUESDAY, 6th June, at 11 A.M.
"HAIYANG" ...	Capt. W. C. Passmore	FRIDAY, 9th June, at 11 A.M.

FOR SWATOW, FOOCHOW AND WAKAMATSU.

† "HAIYANG" ... Capt. A. E. Hodgins ... FRIDAY, 2nd June, at Noon.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WED'DAY, 31st May, at 11 A.M.

† Cabin Passenger Booked at Special Rate to the Latter Port.

During the Month of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 31st May, 1911.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'ay, 31st May, 2 P.M.
TIENTSIN	"CHEONGSHING"	Friday, 2nd June, Noon.
MANILA	"LOONGSANG"	Friday, 2nd June, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'ay, 7th June, Noon.
MANILA	"YUENSANG"	Saturday, 10th June, 2 P.M.

### RETURN TOURS TO JAPAN,

(Occupying 24 Days).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

† Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weihsaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 31st May, 1911.

## HAMBURG-AMERIKA LINIE

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean.

Levant, Black Baltic Sea and Ports, and all North and South America Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. SLAVONIA ...	...	4th June
S.S. SILVIA ...	...	19th June
S.S. HELLAS ...	...	20th June
S.S. SPEZIA ...	...	1st July
S.S. SILESIA ...	...	12th July
S.S. PREUSSEN ...	...	23rd July
S.S. ALESIA ...	...	9th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Hongkong, 23rd May, 1911

## U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 25th Oct., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

### INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.
PERFIA	9,000 Tons	FRIDAY, 7th July, at 1 P.M.
PERFIA	9,000 Tons	FRIDAY, 4th Aug., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the FINE MAIL Steamers, CHINA and PERFIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports, £45.

HONGKONG to SAN FRANCISCO via Canadian Atlantic Ports, £45.

Through Bills of Lading issued to Japan, North Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

#### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinojuna	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA, CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

#### FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0
" LONDON	" 71-10-0
"	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	" 125-0-0, Single
" VALPARAISO	" Yen. 420-00, Single
"	" Yen. 570-00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

[39]

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVING
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6183	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 31st May, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 4th June, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 7th June, at 10 A.M.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

[703]

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

### SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

[4-40]

T. KUSUMOTO, MANAGER.

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Cable Office:—LUDGATE CIRCUS LONDON. E.C.

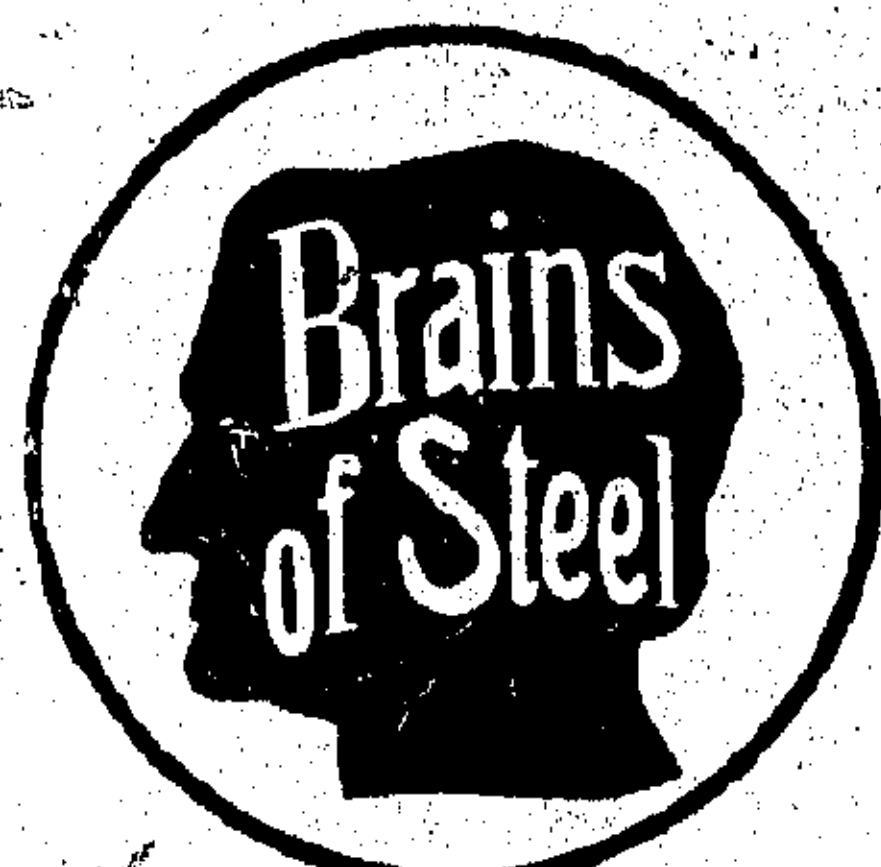
"The Beer That's Brewed to Suit The Climate"

O. B.  
BEER.

"Just Try It"

[14]





## "BRUNSVIGA" CALCULATING MACHINE

GRIMME, NATALIS & Co.,  
BRAUNSCHWEIG.

For inspection apply to the  
Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

## D. SCHOLTE & CO., AMSTERDAM.

Exceedingly well placed for export of  
**ENAMELLED GOODS, PORCELAIN,  
SINGLET'S SWEATERS,  
WHITE AND GREY SHIRTINGS,  
DRILLS AND SPANISH STRIPES.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.



Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Saturday, the 3rd proximo, being a Public Holiday, and Monday, the 5th proximo, being a Bank Holiday, the Post Office will be open as follows:—  
On Saturday from 8 to 9 a.m. and from 3 to 5 p.m. On Monday from 8 to 9 a.m. only. There will be one delivery and a collection of letters each day.  
The Money Order Office will be closed on both days.  
In the event of the arrival of the French Mail from Europe on Monday, the office will be open one hour for the delivery thereof.

The *Express of China*, with the Canadian Mail, left Shanghai on Monday, the 29th inst., at 8.00 p.m., and may be expected here on Thursday, the 1st prox., at 9 a.m.

FOR	PER	DATE
Haitow and Haiphong	Triumph	Wednesday, 31st, 8.00 A.M.
Swatow, Amoy and Anping	Boche Maru	Wednesday, 31st, 9.00 A.M.
Swatow	Hainan	Wednesday, 31st, 10.00 A.M.
Singapore, Penang and Colombo	Sumatra	Wednesday, 31st, 10.00 A.M.
Haiphong	Singap	Wednesday, 31st, 11.0 A.M.
Singapore, Penang and Calcutta	Kutang	Wednesday, 31st, 1.00 P.M.
Macao	Sui Tai	Wednesday, 31st, 1.15 A.M.
Kobe and Yokohama	Coblenz	Wednesday, 31st, 4.00 P.M.

FOR	PER	DATE
Europe, &c., India via Tuticorin	Bilow	Thursday, 1st, 5.00 P.M. (on Wednesday 31st inst.) Letters 9.00 A.M. (on Thursday)
Macao	Sui Tai	Thursday, 1st, 1.15 P.M.
Swatow	Linan	Thursday, 1st, 3.00 P.M.
Wenhai, Chefoo and Newchwang	Nanchang	Thursday, 1st, 3.00 P.M.
Swatow, Amoy, Foochow and Wankamatsu	Haiyang	Friday, 2nd, 10.00 A.M.
Tientsin	Cheongshing	Friday, 2nd, 10.00 A.M.
Kobe	Benmor	Friday, 2nd, 10.00 A.M.

FOR	PER	DATE
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (SIBERIAN MAIL TO EUROPE)	Nippon Maru	Friday, 2nd, 10.00 A.M.

FOR	PER	DATE
Manila, Cebu and Iloilo	Loongsang	Friday, 2nd, 1.00 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tyitiwang	Saturday, 3rd, 9.00 A.M.

FOR	PER	DATE
Shanghai SIBERIAN MAIL TO EUROPE	Chinhua	Saturday, 3rd, 4.15 P.M. (Registration, with late fee of 10 cents, up to 5.00 P.M.) Letters 5.0 P.M.
Swatow, Amoy and Foochow	Haiman	Sunday, 4th, 9.00 A.M.
Shanghai, Moji, Kobe and Yokohama	Nubia	Sunday, 4th, 9.00 A.M.
Macao	Kinshan	Monday, 5th, 8.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 6th, 10.00 A.M.

FOR	PER	DATE
Europe, &c., India via Tuticorin (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Filler Boxes in time for the first clearance will be included in this contract mail.)	Nera	Saturday, 3rd, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. 11.00 A.M. Letters 5.00 P.M.

FOR	PER	DATE
Manila, Cebu and Iloilo	Taming	Tuesday, 6th, 5.00 P.M.
Singapore, Penang and Colombo	Kaga Maru	Tuesday, 6th, 5.00 P.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.	Yawala Maru	Friday, 9th, 10.00 A.M.

FOR	PER	DATE
Europe, &c., India via Tuticorin (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Filler Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, 9th June, at 5 p.m.	Delhi	Saturday, 10th, 1.00 P.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. 11.00 A.M. Letters 5.00 P.M.
Manila, Cebu and Iloilo	Yamsang	Saturday, 10th, 1.00 P.M.

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS.

	May 30th.
ON LONDON—	
Telegraphic Transfer	1.92
Bank Bills, on demand	1.94
Bank Bills, at 30 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credits, at 4 months' sight	1.10
Documentary Bills at 4 months' sight	1.10
ON PARIS—	
Bank Bills, on demand	228
Credits, at 4 months' sight	228
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
ON BOMBAY—	
Telegraphic Transfer	134
Bank, on demand	135
ON CALCUTTA—	
Telegraphic Transfer	134
Bank, on demand	135
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA—	
On demand	88
ON MANILA—	
On demand—Pesos	88
ON SINGAPORE—	
On demand	77
ON BATAVIA—	
On demand	108
ON HAI PHONG—	
On demand	14
ON SAIGON—	
On demand	84
ON HONGKONG—	
Soyers, Bank's Buying Rate	\$11.00
Gold Leaf, 100 fine, per tael	\$57.20
BAR SILVER, per oz.	24.2
SUBSIDIARY COINS.	
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

### SHARE LIST—QUOTATIONS. HONGKONG, MAY 30th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sellers (\$890.10)
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
China Bank, Limited	60,000	\$12	all	\$9.
China Bank, Limited	50,000	\$5	all	\$1.15, sales
China Light and Power Company, Limited	50,000	\$1	all	\$7.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	
<b>COTTON MILLS.</b>				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 47.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 20.
Dairy Farm Company, Limited	40,000	\$7	\$6	\$20, buyers
<b>DOCKS AND WHARVES.</b>				
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$48.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53.
New Amoy Dock Co., Limited	10,000	\$63	all	\$7, sal. & buy.
Shanghai Dock and Engineering Co., Ltd.	35,000	Tls. 100	all	Tls. 60.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	all	\$5, sellers
Greenwick & Co., Limited	400,000	\$10	all	\$3, buyers
Greenland Cement Co., Limited	7,000	\$10	all	\$19.
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$11.
Hongkong Electric Co., Limited	12,000	\$50	all	\$11.
Hongkong Hotel Company, Limited	8,000	Pa. 10	all	\$11.
Manila Metropole Hotel Limited	15,000	\$25	all	\$18, sales
Hongkong Ice Company, Limited	50,000	\$10	all	\$17, sales & buy.
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$7, buyers
H.K. & S. China Steam Fisheries Co., Ltd.	15,000	\$10	all	
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, buyers
China Fire Insurance Co., Limited	24,000	\$53.33	\$25	\$105, buyers
China Trade Insurance Co., Limited	8,000	\$250	\$50	\$325, sellers
Hongkong Fire Insurance Co., Limited	10,000	\$15	\$3	Tls. 1.55, buyers
North-China Insurance Co., Limited	12,400	\$250	\$100	\$192.
Union Insurance Society, Limited	12,000	\$100	\$50	
Yankee Insurance Association, Limited	12,000	\$100	\$50	
<b>LAND AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$93, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
<b>MINING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Res. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$12, x div.
Peak Tramways Co., Limited	25,000	\$10	all	\$1, buyers x d.
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$90.
Lezon Sugar Refining Co., Limited	7,000	\$100	all	\$20.
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	all	\$31, sales
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	69. sel. (1/20).
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$0, sellers
Shell Transport & Trading Co., Limited	2,500,000	\$10	all	\$24, ex div.
Star Ferry Company, Limited	10,000	\$10	all	\$15, x div.
South China Morning Post, Limited	10,000	\$25	all	\$25.
Steam Laundry Company, Limited	6,000	\$5	all	\$6.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3.10, buyers
Wm. Watson & Co., Limited	10,000	\$10	all	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$12, buyers
W. Watson, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$4.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300.
Union Waterboat Co., Limited	100 fiders	\$10	all	\$6, buyers

FOR	PER	DATE
Europe, &c., India via Tuticorin	Bilow	Thursday, 1st, 5.00 P.M. (on Wednesday 31st inst.) Letters 9.00 A.M. (on Thursday)

FOR	PER	DATE
Manila, Cebu and Iloilo	Loongsang	Friday, 2nd, 1.00 P.M.

FOR	PER	DATE
Shanghai SIBERIAN MAIL TO EUROPE	Chinhua	Saturday, 3rd, 4.15 P.M. (Registration, with late fee of 10 cents, up to 5.00 P.M.) Letters 5.0 P.M.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haiman	Sunday, 4th, 9.00 A.M.

FOR	PER	DATE
Shanghai, Moji, Kobe and Yokohama	Nubia	Sunday, 4th, 9.00 A.M.

FOR	PER	DATE
Macao	Kinshan	Monday, 5th, 8.00 A.M.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haitan	Tuesday, 6th, 10.00 A.M.

FOR	PER	DATE
Europe, &c., India via Tuticorin (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Filler Boxes in time for the first clearance will be included in this contract mail.)	Nera	Saturday, 3rd, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. 11.00 A.M. Letters 5.00 P.M.

FOR	PER	DATE
Manila, Cebu and Iloilo	Taming	Tuesday, 6th, 5.00 P.M.

FOR	PER	DATE
Singapore, Penang and Colombo	Kaga Maru	Tuesday, 6th, 5.00 P.M.

FOR	PER	DATE
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.	Yawala Maru	Friday, 9th, 10.00 A.M.

## THE CIGARETTES OF DISTINCTION

**Bouton Rouge and Felucca**



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above Company is its

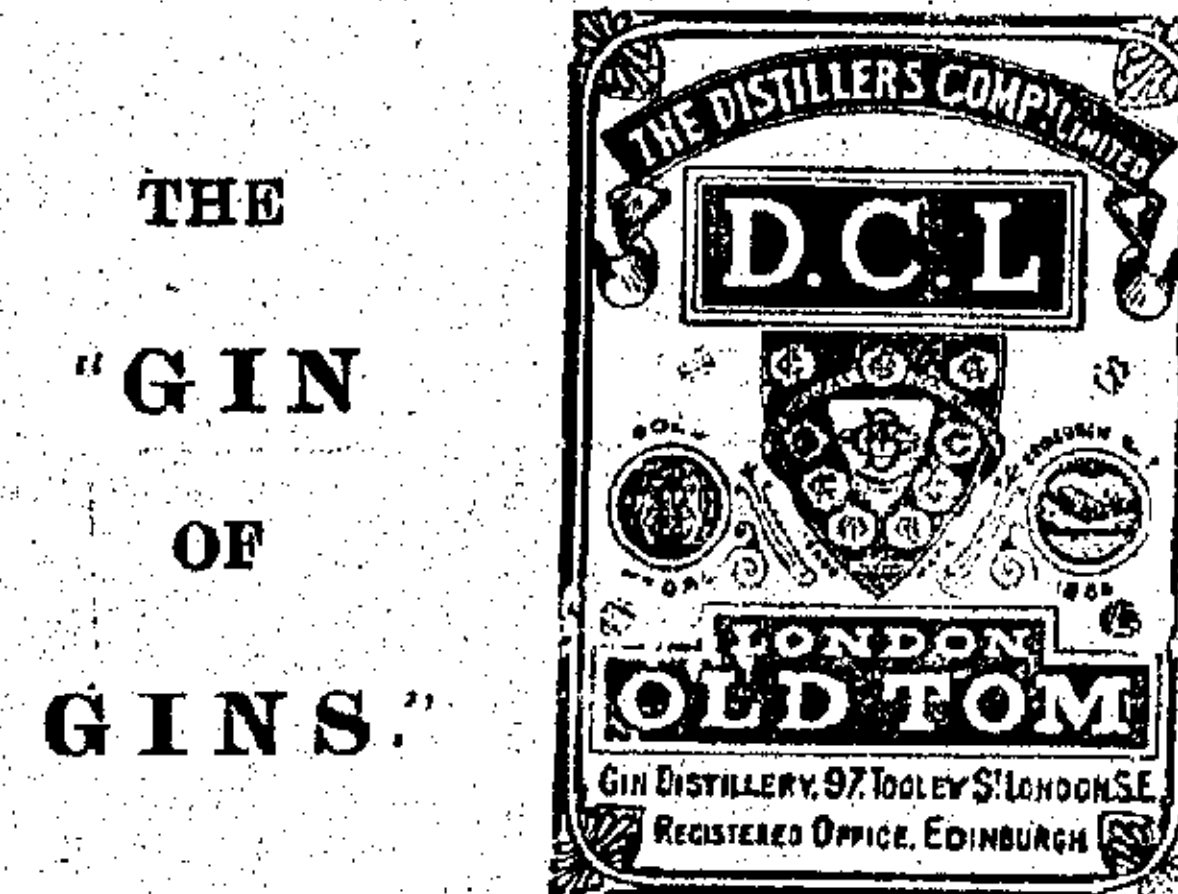


**STERILIZED NATURAL MILK.**

A trial of which will satisfy you of its EXCELLENCE.

Price:  
20 Cents Per Tin.  
\$2.30 Per Doz. Tins.  
\$20.00 Per Case of 4 Doz. Tins.

ON SALE AT—  
JANE CRAWFORD & Co.  
Kwan Yee, Queen's Road Central.  
CHEONG YEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
YAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY.  
11, Cairns Road.



**H. PRICE & CO., LTD.,**

12, QUEEN'S ROAD, CENTRAL,  
HONGKONG.

### FORTHCOMING EVENTS.

Friday, 2nd June—Auction of Machinery, &c., at the Godowns situated in Wai-kei, Wanchai, by Geo. P. Lamont, 10 A.M.  
Friday, 2nd June—Twenty-sixth Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel, 11.30 A.M.  
Saturday, 3rd June—Second Meeting of Hongkong Gymkhana Club at Happy Valley, 3.30 P.M.  
Saturday, 3rd June—Bank Holidays.  
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

### ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly Approximate Averages for 35 years FROM 1874 to 1909.  
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

### OPIUM.

Quotations are:—  
Malwa New ... \$2,250/2,300 per picul  
Malwa Old ... \$2,320/2,350  
Malwa Older ... \$2,370/2,390  
Malwa V. Old ... \$2,420/2,450  
Persian fine quality ... \$1,125  
Persian extra fine ... \$2,025  
Patna New ... \$2,375 per chest  
Patna Old ... \$2,375  
Benares New ... \$2,375  
Benares Old ... \$2,325

VISITORS TO CANTON  
Should Purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.  
Price ... \$1.75  
(In Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH  
Messrs. BREWER & CO.  
Canton: Messrs. A. S. WATSON & Co.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10a, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.